

WT Docket No. 01-289, FCC 13-2

In regards to the proposal to mandate that the 121.5 guard frequency no longer be available for pilots of aircraft. I strongly disagree with this proposal. To make 121.5 no longer an "emergency" frequency makes no sense. There is not that much radio traffic on the aviation bands that this channel needs to be freed up for other uses.

When I fly I try to monitor the 121.5 whenever I can just in case of other aircraft in distress or needing assistance. This VHF frequency can be monitored by any radio equipped aircraft; the sole use of 406 MHz would leave most civil aircraft without this ability to monitor the UHF channel and thus lose a vital commodity.

I believe that aircraft operators should have the choice as to what equipment is installed in their aircraft. The 121.5 equipment is already certified by the FCC for the use as an ELT. Granted new technology is always improving but the 121.5 has already proven itself after many years of service.

I fly just for the pleasure of it in my Cessna 150, a 1973 model. Flying is very expensive and I forgo other endeavors just to fly. We are already burdened with many restrictive government requirements when it comes to flying and to require more restrictive and expensive equipment to be installed in our aircraft will price some of us out of the sky.

I understand to have 406 MHz equipment installed would be anywhere between \$1000 to \$2000. This is out of my budget and cost prohibitive. Should it be mandated by the FCC that I can no longer use the 121.5 radio that I currently have installed; will the FCC compensate me to have new equipment installed in my aircraft?

Will channel 16 in the Marine band be next?